

**DATE:** October 15, 2013

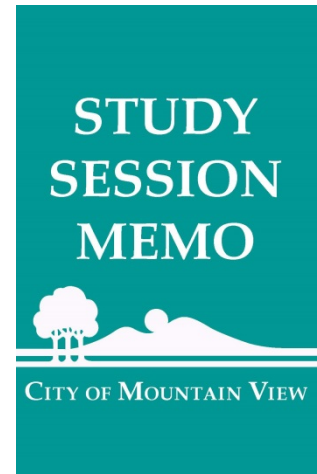
**TO:** Honorable Mayor and City Council

**FROM:** Eric Anderson, Assistant Planner  
 Martin Alkire, Principal Planner  
 Peter Gilli, Planning Manager (Acting)/  
 Zoning Administrator  
 Randal Tsuda, Community Development  
 Director

**VIA:** Daniel H. Rich, City Manager

**TITLE:** El Camino Real Precise Plan Update

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### **PURPOSE**

The purpose of this Study Session is for Councilmembers to provide input on issues identified for the El Camino Real Precise Plan. Council input from this Study Session will help develop Precise Plan alternatives, including land use and mobility options for the Precise Plan.

### **BACKGROUND**

The City Council adopted the 2030 General Plan in July 2012. The El Camino Real Precise Plan will implement the 2030 General Plan's goals and policies for the area through:

- Guidelines and regulations for development, such as allowed uses, setbacks, and required parking; and
- Public improvements, such as sidewalks, lighting, and bicycle facilities, and how they can be funded.

The 2030 General Plan contains area-specific land use and other policy direction, as well as form and character guidance for the "look and feel" of the El Camino Real Change Area. The vision for the Change Area encourages a new mix of land uses along El Camino Real and a more walkable and transit-friendly environment. The Mobility chapter identifies El Camino Real as a "Boulevard," where transit, pedestrians, and cars share high priority.

Since the project began, work has included analysis of existing conditions, identification of issues and opportunities, and review of these materials by the Environmental Planning Commission (EPC), Bicycle/Pedestrian Advisory Committee (B/PAC), and a committee of stakeholders, the Corridor Advisory Group (CAG). Summaries of these meetings are provided later in this report, and more detailed descriptions of comments are included as Attachments 2, 4, and 5.

## **DISCUSSION**

### *Alternatives Analysis*

In the next stage of work, the Precise Plan team will take the comments from EPC, B/PAC, CAG, and Council, and begin building alternatives. The alternatives will also be informed by General Plan direction and additional public outreach (see “Next Steps”). They will ultimately be presented to Council in early 2014. At that time, Council will be asked to choose a preferred alternative, which will be evaluated in detail by the Precise Plan Environmental Impact Report.

### *Objectives for the Alternatives*

The alternatives will be reported and analyzed based upon qualitative and rough quantitative comparison to achieve several key objectives:

<b>Land Use</b>	<b>Transportation</b>
<ul style="list-style-type: none"><li>• Ensure neighborhood compatibility</li><li>• Provide gathering areas</li><li>• Support neighborhood-serving businesses</li><li>• Viable revitalization</li></ul>	<ul style="list-style-type: none"><li>• Improve pedestrian experience</li><li>• Manage congestion</li><li>• Support safe access for bicycles</li><li>• Improve the viability of transit</li><li>• Use parking more efficiently</li></ul>

Some alternatives may be more successful than others at achieving some of these objectives. However, they will provide a helpful way of comparing alternatives, and a way for staff to determine whether the alternative should be further pursued.

**Council Question:** Does Council support the draft objectives for the development of alternatives?

### *Alternative Issues with Clear Policy Direction*

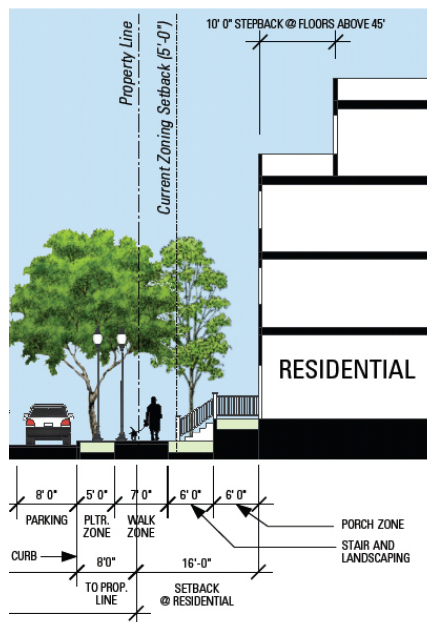
Each plan alternative is expected to have consistent direction on the following issues. These can be thought of as the “knowns” or “givens” of the Precise Plan at this stage.

These issues are outcomes of policy direction from the General Plan and insights from reviewing Gatekeeper projects.

**Council Questions:** Is the direction clear on the issues below? Are there any additional issues with clear direction?

**Transitions to character of surrounding residential.** Much of the El Camino Real Corridor is surrounded by one- to two-story, single-family or small apartments. The portions of developments adjacent to these properties will need to transition in height and character to the surrounding neighborhoods.

**Improved neighborhood connections.** So far, two new developments are being designed with new pedestrian connections through large blocks. There are additional opportunities to provide similar improvements for pedestrian access to the Corridor.



**Front setbacks and sidewalks for multi-family residential and mixed-use developments.** New developments are redesigning the sidewalk to provide more space for landscaping and amenities, and a wider walking zone. Residential frontages are being designed to provide additional large-canopy trees and commercial frontages will have an extra-large sidewalk. An illustration of these standards is shown at left, and a larger version is in Exhibit 7 of Attachment 1.

**Frontage design that softens the visual impact of new development.** Building mass of new developments will be reduced by limits to building widths, articulation, and upper-floor step-backs. In addition, some portions of the Corridor will be limited in their allowed intensity, providing breaks between nodes.

### *Alternative Issues to Study*

The next stage of the Precise Plan process will be the development of alternatives. The following issues will be addressed in the alternatives analysis, but there are various ways the issue may be tackled. These issues will form the basis for the differentiation of the alternatives. These alternatives, and some analysis of how they meet the Plan's objectives, will be presented to Council in early 2014, when Council will have the opportunity to provide detailed comments on the content and direction for the Plan.

### **Council Questions:**

Does Council support the following range of alternative topics to study? Is there any additional feedback from Council on these topic areas?

#### Land Use

**Provide more specific direction than the General Plan on “key locations.”** The General Plan allows greater intensity of development, up to 3.0 FAR, in key locations based on factors such as access to transit and character of surrounding land uses. However, the language in the General Plan is policy-guided rather than location-specific. The Precise Plan should provide more detailed direction on where new higher-intensity development could go, to reduce uncertainty in the application process.

When considering other requirements, such as neighborhood compatibility and the provision of high-quality public gathering areas, there may not be any specific sites where 3.0 FAR is appropriate. Therefore, different key locations may be allowed intensities above 1.85, but less than 3.0 FAR, depending on additional analysis and outreach.

If directed by Council, the alternatives may study the issue within the following range:

#### Maximum Flexibility

Provide guidance for determining key locations and a range of possible development characteristics.



#### Defined Vision

Specify locations where higher intensity is allowed and the specific character of each location.

**Community benefits in exchange for larger developments.** The General Plan specifies that development larger than 1.85 FAR shall provide significant community benefits. Analysis, outreach, and review of Gatekeeper projects has generated a potential list of these benefits, such as pedestrian improvements, small-business retention, affordable housing, green infrastructure, transportation facilities/services, or others. The Plan may provide specificity on:

#### Required or Optional Benefits

The Plan may require certain benefits in particular locations; it may also have a menu of optional benefits.

#### Multiple Tiers of FAR

The Plan may have requirements for projects 1.35 to 1.85 FAR, and greater requirements for >1.85 FAR.

**The range of land uses and differentiation along the Corridor.** Currently, the CRA District (the existing zoning along El Camino Real) allows the broadest range of land uses of any in the City. In addition, there is little differentiation along the Corridor within zoning—locations for appropriate uses must often be determined on a case-by-case basis. If the Plan provides specific guidance on the locations of land uses, it may also coordinate public and private streetscape improvements to support those uses, such as increased tree canopy in residential areas. Specific land use issues include:

Residential

- Specify areas where housing is desirable.
- Range of housing types: e.g., rowhomes, live/work.

Commercial

- Segments where ground-floor retail is necessary.
- Locations for office and other uses.

Auto-Oriented

- Are there segments where drive-throughs, gas stations, and car repair are appropriate?

**Direction for small and shallow lots.** Viable new development is a challenge on the small parcels within one-half mile of downtown. The Plan may need to have specific standards and uses for this area if the community supports new development. To address this, the alternatives will propose a range of viable development types.

Transportation

**Mobility and right-of-way improvements.** El Camino Real has limited space to accommodate the cars, buses, bikes, and pedestrians that use it to access its many destinations. The VTA Bus Rapid Transit (BRT) project is independent of the Precise Plan, but the Plan will respond to the direction that project takes. The Plan may provide direction on other mobility improvements, such as:

Crossings

High-priority locations for connections across roadway, and potential impacts on congestion.

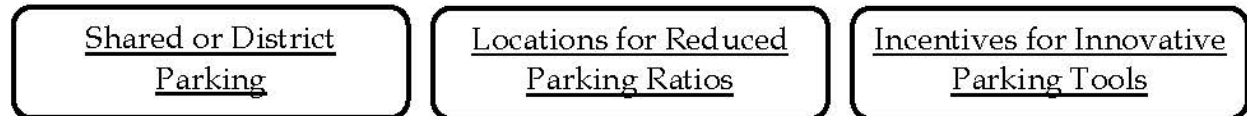
Bike Facilities

Whether El Camino Real is an appropriate place for bicycle travel.

Street Parking

Locations to eliminate street parking to make room for other modes.

**Parking strategies to improve the pedestrian environment and support private development.** Portions of the Corridor have large amounts of underutilized parking that make it difficult to access buildings on foot or bicycle. Other portions of the Corridor, especially where lots are small, do not have enough parking to establish new uses, such as restaurants and medical offices. Alternatives will address these issues by evaluating a series of potential parking strategies, which may include:



*Environmental Planning Commission (EPC) Study Session*

On September 18, 2013, staff presented current conditions analysis and key issues and opportunities to the EPC (see Attachment 1—Environmental Planning Commission Staff Report Dated September 18, 2013 with Exhibits). Topics of discussion focused on issues and opportunities regarding land use and mobility along the Corridor. General Plan direction and recent development projects were given for context.

Staff introduced the idea that the Precise Plan boundary may be expanded from the Change Area to support the following policy objectives:

- Consistent with General Plan policy, it may support parcel assembly by putting more adjacent parcels within the same district.
- The Plan may address neighborhood transitions more effectively, by providing more specific or context-sensitive standards for transition areas.
- More circulation improvements may be implemented, by designating pedestrian routes through large blocks and addressing walkability on side streets.

If incorporated into the plan area, locations outside the Change Area would not have their General Plan densities or intensities altered. Affected property owners will be notified of any proposed boundary changes.

Seven members of the public spoke on a range of topics, including concern about congestion, siting of new development away from single-family homes, need for attractive public spaces, the need to identify specific areas for more intensity, and the importance of commercial within walking distance of housing.

EPC comments reflected the range of different issues that were introduced (see Attachment 2—Detailed Environmental Planning Commission and Public Comment from September 18, 2013). Major points of the discussion included:

- Development should optimize transit usage, including subsidies for tenants and other Transportation Demand Management requirements.
- The Precise Plan should define key locations clearly, to provide certainty to applicants and stakeholders.
- The Precise Plan should support neighborhood-accessible goods and services.
- Reduced parking ratios may not be working and there may be opportunities for innovative parking strategies.

*Bicycle/Pedestrian Advisory Committee (B/PAC) Meeting*

The B/PAC discussed more specific bicycle and pedestrian conditions on September 26, 2013 (see Attachment 3—Bicycle/Pedestrian Advisory Committee Staff Report Dated September 26, 2013 with Exhibits). The discussion focused on a range of connectivity and urban-design-related issues, such as bicycle access and connections to transit stops.

Seven members of the public spoke regarding support for revitalization, support for protected bicycle facilities, the value of El Camino Real in connecting important places, and particular challenges navigating portions of the Corridor on foot or bicycle.

B/PAC comments addressed the connectivity and urban design issues presented (see Attachment 4— Detailed Bicycle/Pedestrian Advisory Committee and Public Comment from September 26, 2013). Major discussion points included:

- There are challenges accessing destinations on El Camino Real on foot, due to the way it is laid out and specific barriers, such as Highway 85.
- It is difficult for residents to get to schools on the opposite side of the Corridor and other crossing challenges.
- Bicyclists will ride on El Camino Real out of necessity — make it as safe for them as possible.

- The City should decide whether to commit to bikes on El Camino Real or resign them to alternate routes, such as Latham Street and Marich Way. If we commit, they must be very well protected.
- Drive-throughs are not bicycle- and pedestrian-friendly.

#### *Corridor Advisory Group (CAG) Meeting*

On October 7, 2013, the Corridor Advisory Group (CAG) met for the first time to discuss current conditions on the El Camino Real Corridor. Comments from this meeting are provided as Attachment 5—Detailed Corridor Advisory Group Comment from October 7, 2013. The discussion included challenges for local businesses, potential public benefits and key locations, concern about the VTA Bus Rapid Transit project and greater congestion, whether to retain street parking, the importance of trees, and issues associated with crossing the Corridor. There was no public comment.

### **RECOMMENDATION**

Staff has identified issues and opportunities for the Precise Plan, which are summarized in this report. Greater detail on issues and opportunities are provided in the EPC staff report (see Attachment 1—Environmental Planning Commission Staff Report Dated September 18, 2013 with Exhibits). Input from the public, EPC, B/PAC, and CAG, as well as General Plan direction and review of Gatekeeper projects, have informed the key issues with and without clear policy direction.

Council feedback on these topics, as well as any Council direction on issues and opportunities that have not been identified, will guide the development of Precise Plan alternatives.

Staff is requesting input on the following specific questions, which were included within relevant sections of the report:

1. Does Council support the draft objectives below for the development of alternatives?

<b>Land Use</b>	<b>Transportation</b>
<ul style="list-style-type: none"><li>• Ensure Neighborhood Compatibility</li><li>• Provide Gathering Areas</li><li>• Support Neighborhood-Serving Businesses</li><li>• Viable Revitalization</li></ul>	<ul style="list-style-type: none"><li>• Improve Pedestrian Experience</li><li>• Manage Congestion</li><li>• Support Safe Access for Bicycles</li><li>• Improve the Viability of Transit</li><li>• Use Parking More Efficiently</li></ul>



2. As listed below and in this report, are the issues with clear policy direction correct? Are there any additional issues with clear direction?

**Issues with Clear Policy Direction**

- Transitions to character of surrounding residential.
- Improved neighborhood connections.
- Front setbacks and sidewalks for multi-family residential and mixed-use.
- Frontage design that softens the visual impact of new development.

3. Does Council support the range of issues to study, below? Is there any additional feedback from Council on these topic areas?

**Issues to Study**

- Provide more specific direction than the General Plan on “key locations.”
- Community benefits in exchange for larger developments.
- The range of land uses and differentiation along the Corridor.
- Direction for small and shallow lots.
- Mobility and right-of-way improvements.
- Parking strategies to improve pedestrian environment and support development.

**NEXT STEPS**

In the coming months, further outreach will be held to key stakeholders and City residents which will help to refine and determine the scope of alternatives. This outreach will include focus groups of businesses, residents, advocates, and real estate professionals; interviews of key stakeholders and property owners; and a website discussion board. Draft alternatives will be presented to the EPC and reviewed by the CAG prior to being presented to a City-wide workshop, tentatively scheduled for January 2014. Alternatives will be brought back to Council after the workshop for direction on a preferred alternative.

## **PUBLIC NOTICING**

Agenda posting. Courtesy notices were sent to property owners and occupants within 300' of the Precise Plan area. Electronic notices were sent to interested parties on the E-Notify list for the project.

EA-MA-PG-RT/7/CAM  
899-10-15-13SS-E

- Attachments:
1. [Environmental Planning Commission Staff Report Dated September 18, 2013 with Exhibits](#)
  2. Detailed Environmental Planning Commission and Public Comment from September 18, 2013
  3. [Bicycle/Pedestrian Advisory Committee Staff Report Dated September 26, 2013 with Exhibits](#)
  4. Detailed Bicycle/Pedestrian Advisory Committee and Public Comment from September 26, 2013
  5. Detailed Corridor Advisory Group Comment from October 7, 2013

**El Camino Real Precise Plan**  
**Environmental Planning Commission – September 18, 2013**  
**Detailed Comment**

Key topics identified in the report included:

- The Change Area boundary bisects parcels and blocks, and includes other P districts. The Plan boundary may include areas outside the Change Area to support parcel assembly, address neighborhood transitions and circulation improvements and simplify the administration of the zoning code.
- The Precise Plan should provide more specific direction than the General Plan on “key locations,” Where greater land use intensity may be allowed
- Issues are highly varied across the Corridor, including parcel sizes, levels of traffic congestion, access to transit, adjacent neighborhoods, and so on.
- Development needs to be sensitive to character of surrounding residential.
- Collaborate with local, regional, and State agencies on mobility and connectivity issues.
- Bike facilities could improve network connectivity, but there is limited right-of-way.

The EPC provided the following comments:

Mobility

- Consider the cost and convenience of transit – work to optimize it.
- Plan should address transit subsidies from developments.
- Consider impact from developments on transportation and parking.
- Mobility is the biggest issue – multi-modal, pedestrian experience.

- Provide more guidance on Transportation Demand Management policies and requirements.
- Latham Street may provide alternate route for bikes, but there are many parked cars.

### Land Use

- Prioritize defining key locations so that every developer does not try to make the argument.
- Encourage small, local retail located within walking distance of higher-density housing.
- Support walkability and accessible goods and services.

### Urban Design

- Prioritize sensitive transitions to neighborhoods.
- Plan should address rooftop decks.

### Parking

- “Model parking standard” may not be enough parking.
- Consider new parking strategies, such as unbundling.

### Other

- Important to work with other agencies.

Seven members of the public spoke. Their comments included:

- Concern about traffic congestion from new development – transit is inadequate.
- Make sure new apartment buildings are in appropriate areas, not surrounded by single-family homes.
- Create attractive public spaces.

- Bikes may be appropriate on El Camino Real if the traffic moves more slowly.
- Buildings near the sidewalks help orient the visually impaired.
- Identify areas of higher growth – they may not line up with identified “subareas.”
- Keep services close to where people live so they can walk.

**El Camino Real Precise Plan**  
**Bicycle/Pedestrian Advisory Committee – September 26, 2013**  
**Detailed Comment**

The B/PAC discussed more specific bicycle and pedestrian conditions on September 26, 2013 and provided the following comments:

Pedestrian Travel Along El Camino Real

- El Camino Real is spread out – walking to multiple destinations is challenging.
- Support for making El Camino Real a better place to walk.
- Interchange at Highway 85 is a huge challenge for walkers and bikers.

Crossing El Camino Real

- Many residents must cross El Camino Real to get to school.
- Sometimes there are crosswalks on one side of an intersection, but not the other.
- People cross between lights and it is very unsafe.
- Intersection at Showers Drive is a mess; buses and cars going to Whole Foods endanger the crosswalk.
- Intersection at San Antonio needs improvement – “scramble” intersection?

Bicycles

- Must decide whether to give up on bicycles on El Camino Real, or commit.
- Fearless cyclists will use El Camino Real no matter what.
- Bicyclists use the sidewalk and endanger pedestrians; if we do not provide space for them, they will continue to do so.
- Latham Street and Marich Way are potential alternate routes for bikes.
- Support for protected bike infrastructure.

Plazas and Gathering Areas

- Plazas need a café or something to encourage people to linger.
- Plazas may be more appealing if elevated.

Connections to Transit

- Provide shade at transit stops – keep them maintained.
- Consider the flow of pedestrians to and from transit.
- Castro Street's bus stops are significantly better than El Camino Real's.

Other

- Less favorable towards street parking.
- Many drive-throughs on El Camino Real – stop allowing them.

Seven members of the public spoke. Comments included:

- Support revitalization – improved tax revenue, better pedestrian environment.
- Landscaped medians are a waste of space – give that space back to humans.
- El Camino Real connects important places.
- Highway 85 interchange is impossible to cross on foot – need to take a bus.
- Plazas need café and seating.
- Netherlands incorporates bicycles into every street; the faster the traffic, the better the protection.
- Put bikes on the other side of the parked cars.
- Need bike infrastructure on El Camino Real since most businesses are not accessible from Latham Street.

- No streets cross El Camino Real between San Antonio Road and Shoreline Boulevard, so you need to travel along it just to cross it.
- Allow bikes in a well-protected way or not at all. Do not provide small, unsafe infrastructure.
- Provide protected ways for people to get from Escuela Avenue to El Monte Avenue.
- Crosswalks are too narrow, faded, and hard to see.
- Make sure sidewalks have enough room to get around power poles and utility boxes.
- Provide bike parking.
- Provide a bus rapid stop (BRT) stop at Escuela Avenue.
- Need data on what businesses really need street parking



## **El Camino Real Precise Plan**

### **Corridor Advisory Group – October 7, 2013**

#### **Detailed Comment**

##### **Design/Character**

- Make sure plazas are interesting and have things happening
- O.M.V.N property is very valuable, and many butt up to El Camino Real. The value impacts of development in this area are high.
- Mountain View should be well “blended” – character of buildings and improvements should work together.
- High-quality architecture is very important
- Businesses on El Camino are great destinations, but some of the urban design is not good.
- El Camino Real around California Ave, in Palo Alto, can be a model for how design can improve
- Urban design should have small individual buildings, like on Castro
- New buildings have the potential to create a giant wall, we do not want a walled city.
- Avalon Towers does not fit.

##### **Trees**

- Trees are great, but they cause sidewalks to buckle. Consider options to simplify maintenance.
- Trees are nice, but they need to be maintained.
- Trees are essential. Preserve them.
- There aren’t enough trees at intersections
- Signage and trees have to fit together.

## Land Uses

- Chamber of Commerce wants more office, retail & housing along the corridor.
- The node concept would entail retail at major intersections, with residential in between
- Many properties are defunct.

## Residential uses

- It's noisy to live on El Camino Real and there is a lot of traffic, light and other nuisances
- New apartments are a great opportunity to house the City's workforce. A lot of these new residents do not mind the noise or traffic. It is important to have retail to serve them nearby.
- Activity centers are helped by apartments, which reduces need for parking
- Google employees need to have a place to live, and new housing on El Camino Real can supply that
- Build the housing that new Residents want: walk down to restaurants, they don't need to be big

## Affordable Housing

- Newcomers to our city are not just Tech workers. Are we providing housing for low-income service workers?
- Provide units people can afford rather than giving a lottery for low income.
- Some communities provide so many services to low income residents that they become a haven.

## Retail uses

- Mountain View is running out of space for retail. Places for retail include El Camino Real, San Antonio and Old Middlefield. That's it!
- The City makes it difficult for some businesses to locate on El Camino Real.
- Conditional Use Permits for parking are "tenuous" – city can take it away if there are impacts.
- It is very difficult to start a business in Mountain View, with City requirements and high rents.
- Ensure that spaces are affordable for small businesses.
- Retail makes a walkable environment
- Make an environment where businesses thrive
- Will we be bad for business in trying to reach perfection?
- Can we bring speed to the process and reduce regulations for businesses?
- New retail will need to be successful to pay rising rents.
- There is possibility that new customers at new apartments can support retail without parking
- Sometimes retail space in mixed use doesn't work – be careful you aren't creating empty storefronts

## Crossings

- Too many pedestrian crossings are a big problem for cars.
- The road is too wide & too scary to cross – improve it to make people feel safer
- Crossing El Camino Real at Castro is very unpleasant, but at California Ave it seems different
- Making Castro intersection safe will help the Middle School
- Grant intersection is scary.
- Crossing 85 is very scary to get to Palo Alto Medical Foundation
- Underpasses may be a good idea, but will people get scared to use them?
- Stevens creek trail is a great resource

## Transit

- Lean on Companies to provide transit – they can provide better service than VTA
- Don't rely on transit – even if you speed up the service, you still have to get to the stops.  
Would rather see bikes have priority.
- It's good to dovetail with Transit project – BRT will worry about getting from A to B, we need to worry about points A & B. Consider origin & destination of trips (eg, we can't make it all residential or all retail).
- We have erred in building single family homes near major Transit. That is what is leading to traffic impacts
- We have to design for public transit when it comes. (Even if not for a while.)

## Cars

- Mountain View used to be car dependent, but those days are over.
- Mobility becomes less important as El Camino Real becomes more of an urban street.  
Car speeds reduce, and it becomes overall a nicer place.
- Grade-separation of pedestrians and cars is not necessarily a good idea.
- Don't forget that Mountain View is a CORRIDOR, don't inconvenience the through traffic
- We do not want to slow down traffic

## Street Parking

- It's important for many customers to be able to park in front of a business. This is especially true in the Castro/Miramonte area where the sites have no off-street parking.
- Mountain View has parking shortages, don't remove street parking.
- Parked cars can improve Pedestrians' comfort.
- Want parking on the street, don't want to bike on El Camino Real anyway

## Bike Facilities

- Bike facilities on El Camino Real need to be safe.
- Really look at how to provide bike access & safety, since people are going to want to bike
- Bike lane will need a divider; the health care to deal with collisions is more expensive than the barrier
- Timid bikers will never use El Camino Real
- Designate nodes, then see how bikers can reach them
- El Camino Real doesn't need serve every mode (during conversation about bikes)

## Off-street Parking

- Even though they were on small lots, the ice cream stand and Southwest Auto (near Bush Street) did not cause parking impacts
- Los Altos is dead, because there isn't enough parking
- New development and activity will cause parking impacts
- Castro used to have balance, with a lot of different uses; now it is just restaurants and the balance is gone. This balance helps reduce need for parking. Most of El Camino Real is now restaurants, and there is little balance.
- Stanford expanded & Palo Alto said no more parking, which forced them to be creative. How have other organizations been successful when forced to be creative?

## Public Benefits

- It is important that the public benefit be significant, not token. 1-2% of project value is not enough

- Potential community benefits: Walkable, bike-able overpasses (or underpasses).  
Probably too expensive for a developer to fund themselves, but they could pay into a fund.
- The cost of community benefits is important, but developers also want certainty.
- Let's serve as many people as possible with public benefits
- Potential community benefit: infrastructure impact fee for new sidewalks, bulb-outs and other street improvements.
- Different increments of development can have different tiers of fees
- The Precise Plan should encourage what we want, and not wait for developers to tell us what they can provide. We must answer the questions now:
  - What do we need?
  - What will enhance the community?

### **Where are the Activity Centers?**

Thoroughfares north/south; enough retail to nucleate activity; and build on existing strengths.

- ☐ El Monte/Escuela is a natural Node.
  - Existing businesses provide a diverse tenant mix.
  - Developable
  - Everything converges there
  - El Monte is the only through connection to Los Altos
- ☐ Clark is a natural connection to schools in Los Altos
- ☐ Castro

For further work:

1. Bring pictures of different parts of the corridor
2. Bring pictures of development types
3. Set up a tour?